THE WEEKLY NATIONAL INTELLIGENCER.

. PRESTANCED OF WATERWAY TO MOTERATION A.

Mo accounts being kept for this paper, it will not be for-

warded to any one unless paid for in advance, nor sent any longer than the time for which it is so paid.

STEAMBOAT CANAL AROUND THE FALLS OF THE

House of Representatives, August 2, 1852.

Mr. Benjamin Stanton, of Ohio, from the Committee on Roads and Canals, reported a bill to provide for the construction of a Steamboat Canal around the falls of the Ohio river, on the Indiana side, for the enlargement of the Louisville and Portland Canal, and for the extinguisation of the Louisville and Portland Canal Company, accompanied by a written report. The bill was read a first and second time, committed to the Committee of the Whole species of internal duty to the purchaser: and, when House of Representatives, August 2, 1852.

time, committed to the Committee of the Whole House on the state of the Union, and the bill and report ordered to be printed.

The following is the report by the committee: REPORT.

The Committee on Roads and Canals, to whom was re-ferred sundry petitions, memorials, and bills for the im-provement of the navigation of the Chio river at the Falls,

provement of the navigation of the Chio river at the Falls, beg leave to report:

That your committee, in reporting on the subject which has been referred to their investigation, feel encouraged to find that they have not to develop or explain a new project, or to grope through the uncertainties and speculations of a new theory to enforce its importance. The object prayed for in the petitions is one which has been prominent in the deliberations of Congress for many years, and all who are interested in the commerce of the counand all who are interested in the commerce of the country are familiar with the grievance. Your committee, therefore, in common with the petitioners, feel the importance of granting relief from the onerous tax imposed upon the trade of the Ohio river by the canal company at Louisville, and the necessity for increased facilities in passing the falls of the Ohio. If evidence were wanting to prove the great national importance of a ready an free passage around the falls, it is abundantly furnishe to the committee in the shape of legislative instructions from State Legislatures; memorials from the chambers of commerce of large cities; resolutions of public meetings at various points; petitions from steamboat owners and captains, and from merchants and private individuals from all points of the compass. These are from Pittsburgh, Philadelphia, Baltimore, New Orleans, St. Louis, Louisville, and Cincinnati, embracing it is believed the public sentiment of at least twenty States of the Union,

citizens are all more or less interested in the subject. The general interest thus expressed is in accordance with the great extent of country dependant upon the cheap and speedy transportation of the commerce of the valley of the Mississippi; a region which is no longer a frontier, but may now with propriety be denominated the heart of the Union, and its great leading artery the Ohio and Mississippi rivers, which, with their tributaries, drain a district extending from the 29th to the 46th degree of north latitude, and from the Allegheny to the Rocky mountains, forming an unequalled body of arable land, embracing mor than twelve hundred thousand square miles of territory.

This vast region being intimately connected in its com-merce with the East and the West, the North and the merce with the East and the West, the North and the South, every portion of the Union is affected by the obstructions which occur in the leading arteries, and an interruption to commerce in the Ohio river is felt through the pulsation of the whole system. Your committee do not deem it necessary in this report to estimate in detail the commerce and resources of this great valley, or to prophecy its future destiny. They will briefly give a few statements connected with the statistics of the commerce of the Ohio valley and trust that these, with other family of the Ohio valley, and trust that these, with other famiplaced before the public, will be sufficient to warrant

favorable action by this Congress on the measures proposed. In tracing the commerce of the Ohio river, we must regard the Allegheny as its source, and fix its highest navigable point in the State of New York, near the borders of Lake Eric.

From this point we have a navigable stream to the junc from this point was a superior to with the Mississippi river, washing in its course the borders of the States of New York, Pennsylvania, Ohio, Virginia, Kentucky, Indiana, Tennessee, and Illinois, with a gentle descent of an average fall of less than six inches to the mile in the Ohio, and not more than twenty-four inches to the mile in Allegheny. No serious impediment to navigation which could not be removed without much expense securs, until in descending the Ohio the naviga-tor is arrested at the falls, which present the great natural impediment to the navigation of the river, except during the periodical floods, which occur in the spring and fall. This obstruction is formed by the projection of a bed of limestone rock entirely across the stream, causing a fall of twenty-six feet in a distance of two miles, thus presenting dangerous rapids, which are impassable except in high

stages of water.

These rapids were formerly avoided by a laborious and expensive portage, extending from Louisville to Shipping-port, a distance of two and a half miles. To avoid this port, a distance of two and a half miles. To avoid this portage, the Louisville and Portland Canal was constructed, having been commenced in 1825 and completed in 1831. This work, which was begun in the infancy of Western commerce, was intended as a benefit to the people of the West; but it has signally failed in accomplishing the purpose for which it was constructed, and the commerce of the river has long since out-grown the contracted dimensions of an avenue which was suited to the navigation of 1895 but unsuited to the large size of vessels and

immense commerce of the present day.

Your committee will here remark that the original charter of the Louisville and Portland Canal Company authorized a capital of six hundred thousand dollars; the General Government becoming a stockholder for one hun-dred thousand dollars, by subscription in July, 1826. In 1829 the Secretary of the Treasury was authorized to subscribe for thirteen hundred and thirty-five additional shares of one hundred dollars each, which made the total investment of the United States two hundred and thirty three thousand five hundred dollars. These two subscrip tions compose the whole of the cash investment made by the United States in the stock of the company.

In December, 1831, the company procured an amendment to their charter authorizing an extension of their capital to \$1,000,000, with power to sell the additional \$400,000 of stock, or as many shares at \$100 each as would complete the canal and discharge the debts of the company. By this arrangement interest was allowed the stockholders for their investment during the unproductive period of the canal, and new stock created, in which

the investments with interest \$290,000. In January, 1834, the regular semi-annual dividends commenced, which continued until 1840, when the whole amount of dividends to the United States amounted to the original investment of only \$36,664. During this period, from 1834 until 1840, the annual nett dividend of the company was neverless than 6 per cent. per annum, and for a portion of the time it was from 12 to 18 per cent.

per annum. In 1842 another amendment was obtained in the Legis

In 1842 another amendment was obtained in the Legislature of Kentucky authorizing the president and directors of the company, on the acceptance and direction of the stockholders and their authorization, to appropriate the nett income in purchase of the private stock under certain regulations, giving thirty days' notice.

This amendment was adopted by the company in July, 1842, and a mode of pro rata purchase at the maximum price was provided, proportionate to each stockholder holding more than five shares. Under this regulation the dividends annually due to the United States were absorbed by the purchase of stock, which will be found stated in the following table, commencing with 1843 and closing 1852: ollowing table, commencing with 1843 and closing 1852

In 1843, from income of 1842, 171 at 150 per share...\$71.250 1843, 544 1844, 168 1845, 665 168 177 186 1847, 526 1848, 634 195 204 218

The subscription price of this paper for a year is Three Dollars, payable in advance.

For the long Sessions of Congress, (averaging eight months,) the price will be Two Dollars; for the short Sessions One Dollar per copy.

A reduction of 20 per cent. (ene-fifth of the full charge) will be made to any one who shall order and pay for, at one time, five copies of the Weekly paper; and a like reduction of 25 per cent. (or one-fourth of the full charge) to any one who will order and pay for, at one time, ten or more copies.

The above mentioned dividends absorb all the individual stock but 1,340 shares, which remain to be redeemed, and which will be absorbed in three years at an average rate, based upon the preceding dividends. The United States will, therefore, be the sole owner and corporator of the canal and stock in the year 1855, having a sum over the original investment of more than one million four hundred thousand dollars, which is more than sufficient to construct another canal of ample dimensions for the accommodation of the present and future commerce of the river.

Your committee, in the investigation of this subject, cannot avail the contraction of the present and future commerce of the river.

cannot avoid the conclusion that great injustice has been done to the commerce of the West, in the tax imposed upon it by the "Louisville and Portland canal company," and great forbearance has been exercised in submitting to this toll, which is the only instance in the nation where the Government has exercised authority as a stockholder and claimed seurious interest on their investment. As an evidence of the burden upon the commerce of the river, your committee refer to well-attested facts in the naviga-

species of internal duty to the purchaser; and, when shipping the productions of the soil to a foreign market, it is a charge which acts in reducing his profits. But this is not all; the losses and delay occasioned by transhipment and other expenses, form a continual tax equal to the tolls of the canal.

It requires no argument to prove that every charge or risk upon the carrying business of the country is, to its full extent, a loss to the producer. The Eastern manu-facturer who sends his products to the West must submit to a diminution of his profits equal to the increase of freights and risk arising from the dangers and expense of navigation, or the same must fall on the consumer. The petitioners complain of this unjust expense, but it is by no means the most important grievance. The contracted di-mensions of the canal, and the necessity of constructing vessels above the falls, to conform their length and width to the size of the locks, which are only half the size for admitting such boats as the trade of the river requires, present the principal objections to the canal, and call loudly for redress.

It will be observed that the locks of the canal admit a boat of 183 feet long and about 50 feet wide; therefore, this class of boats being now considered too small for the carrying trade below the falls, it has become necessary to run one class of boats above the falls in the trade between Pittsburgh and Louisville, and another class below between Louisville and New Orleans.

Many of both of these classes being too large to pass the canal, must necessarily be confined to the trade above or below, unless in periods of high water, when they pass

Another heavy item of expense, which may be estimated as a charge upon the commerce of the river, is the amount of pilotage paid by flat boats and other craft passing over the rapids, which would pass a canal if the charges were reduced. This annual expense may be put down at twelve to fifteen thousand dollars annually, which would be saved to the commerce of the river, and many losses avoided, if a free canal were provided for their passage around the falls.

As some evidence of the value of the commerce floating upon the Ohio, and the necessity of providing another avenue for its passage around the obstruction, your committee furnish from the report of the canal company the trade which passed the canal in 1851, which is but a portion of the commerce of the river, as they furnish only the number of vessels passing that avenue around the falls. The number of steamboat passages through the canal in 1851 is 1,456, flat boats 478; tonnage 374,522, custom-house measurement; capacity of the same boats

By reference to a report made to the Secretary of the Treasury this year, it will be seen that there are on the Ohio river 348 steamboats, with a tonnage of 67,600 tons, and the number of passengers passing on the Ohio for the year ending July, 1851, is reported 3,464,967. These statements, taken from what we suppose to be correct required for passing the commerce of the Ohio around the rapids, and will be made indispensably necessary by the ncreased business of the country. It is therefore evident that any interruption to this immense commerce by the enlargement, or the attempt to enlarge, the presen canal, would be highly injurious to that portion of the trade arrested above or below the falls, and which would cessarily have to be passed by land portage a distance of more than two miles through the corporate limits of the city of Louisville, subject to such restrictions as the unicipal regulations might require. If, then, we estimate the number of tons of freight which passed the canal i 1851, we may form a tolerably correct idea of the additional expenses for perhaps a period of two or three years, which the commerce of the river would have to pay before

which the commerce of the river would have to pay before the work would be completed.

This additional expense could not be much less than \$400,000 annually, which would be estimating the ex-penses at one dollar per ton for the portage on 400,000 tons of freight. It will thus be apparent that the loss arising from the suppression or stoppage of the river business for a year, or even for a few months, if not incalculable, would at least be so considerable that no project likely to inflict any delays upon the commerce of the river ought to be for a moment entertained by the

Jeneral Government.

Your committee believe that the enlargement of the ouisville and Portland canal would render it much more useful and efficient than it is at present; but such en-largement would, after all, afford but one avenue, and your largement would, after all, afford but one avenue, and your committee are convinced that, in urging the necessity of two canals, they comply with the wishes of every interest connected with the commerce of the river, except local considerations, which ought not to outweigh in the deliberations of Congress a great public work intended for the public good. Your committee believe that the objections to the enlargement of the present canal before another is provided cannot be overcome; and in the lananother is provided cannot be overcome; and, in the language of Capt. Cram's report, the committee agree with him that, "under the most favorable circumstances of water, it would take about two years to make all the required improvements in the existing canal, to the amount of the estimate of \$355,298; and in the contingency which ought to be counted of unusual or extreme high stage of water, the time would be at least three years. During all this time it would certainly be very difficult, although it might not be impossible, to economically execute the improvements without stopping the naviga-tion of the canal, and thus the contingency might occur of being under the necessity of interrupting the present train of business on the river."

To interrupt, for a period of two or three years, the egular trade carried on by so many boats, would serious ly derange the whole system of commercial business, in so far as it relates to navigation, not only on the Ohio but throughout the whole Mississippi valley.

This evil would be wholly obviated by constructing

new canal on the Indiana side. It will thus be seen that serious objections exist in the report of Capt. Cram to the enlargement of the "Louis-ville and Portland canal," and these objections are made much stronger when we analyze that plan as given by him. It will be seen by reference to the report that this project contemplates the purchase of the then remaining stock, 6,151 shares, owned by individuals, at \$140 per share, and the improvement of the canal to the amount of \$355,298, which, together with the dry dock, makes an aggregate sum of \$1,266,438 as the cost of this plan

f improvement.

It will be observed that in this plan the canal and lock. are to be 64 feet wide, and the locks 320 feet in length A canal of dimensions so contracted would not meet the requirements of navigation, as it is now universally admitted that the locks of any canal around the falls should be 350 or 400 feet long, and the canal from 80 to 100 feet wide. The object of the enlargement of the canal should be to pass large vessels with facility, and any improvement which would exclude them from the passage by reason of its contracted dimensions, would render the work a failure, and little better than the one now in use. Your committee believe that nearly all the packet boats which have been built within the last three years to suit the increased trade would be too large to pass the locks as proposed by Capt. Cram. The "Ben Franklin" is a boat of the usual size now used in the trade between boat of the usual size now used in the trade between Cincinnati and Louisville, and in the trade between Pittsburg and Cincinnati. This boat is 246 feet long and 72 feet wide, and yet her draft of water is only 34 inches. The Eclipse, a new boat, built at New Albany, for the New Orleans trade, is 355 feet long and 75 feet wide.

It would therefore be accessed in the enlargement of

It would therefore be necessary, in the enlargement of he canal, to make the looks at least 375 or 400 feet long,

and 90 or 100 feet wide, which alteration would also be meer, would have mentioned this objection if it existed, as and 90 or 100 feet wide, which alteration would also be necessary in widening the canal, and this would be an additional estimate to be added to the reported cost made out by Capt. Cram. In giving this additional width to the canal of 36 feet, it would be necessary to remove the wall and pavement built on one side of the canal, and encounter a very large amount of heavy earth and rock excavation, which, together with the enlargement of the locks, could not fall short of doubling his estimate, increasing it to at least \$700,000. To this must be added the value of the dry-dock, swelling the aggregate cost to a sum nearly equal to one million of dollars—the estimated cost of a new work on the Indiana side of the river.
This cost would be independent of the purchase of stock,
owned by individuals in the present company.
Other objections exist not mentioned by Capt. Cram.

The present canal is incumbered by two bridges: the upper permanent, of stone, and the lower, over the lock, a draw bridge; and both required by public highways—the outlets between Shipping Port and the Ferry of

Clarksville.
Under the recent decision of the Supreme Court this becomes a very important feature in the navigation of the river, and on a new canal they could not be dispensed with.

with.

Other objections might be named; and another important one is the location, by which the banks on each side
are submerred in bach water, and a dradging machine is
kept in use to remove from the entrance the deposites of
silt and mud constantly interrupting the passage of boats.

Your committee further report, that, in addition to the

mmense importance of this work, in which the whole people of the Union are interested, there are other considerations which demand its immediate construction. It must be acknowledged that the Ohio river is a national must be acknowledged that the Ohio river is a national highway guarantied to the people of the Union by the ordinance of 1787, which declares "that the navigable waters leading into the Mississippi and St. Lawrence, and the carrying places between the same, shall be common highways, and forever free, as well to the inhabitants of the Northwestern Territory as to the citizens of the United States and those of any other States that may be admitted into the Confederacy, without any tax or impost therefor." From that time to this the Ohio has been acknowledged a national highway; and since the first appropriation under Mr. Monroe every successive Administration has recognised the nationality of improvements on this river, consequently the improvement at the falls of the Ohio is a national work, and ought to come under the this river, consequently the improvement at the falls of the Ohio is a national work, and ought to come under the control of the nation. It is demanded by the whole of the Mississippi Valley, which now numbers nearly half the population of the Union. The immense commerce of the Ohio, estimated at more than one hundred millions of lollars, requires it. And when we take into view the increase of this commerce from the resources of the country, which are just beginning to be developed and brought into activity by the numerous connexions of railroads, which are extending from the Atlantic to the Pacific, making the Ohio and Mississippi rivers the great stem which is to receive and distribute at the various depots the commerce from all parts of the world, we will then feel the necessity of still more enlarged improvements around the falls than those now under consideration: for there is no problem more susceptible of demonstration, and it is one which continues to impart to railroads ing the canal and all other works pertaining thereto will not exceed a million and a half of dollars, which is believthey create the avenues of intercommunication and of business."

The network of railroads which is about to be spread over Ohio will bring into immediate use its immense mineral resources, which are now useless for want of these facilities. The great coal fields of this State, containing more than 5,000 square miles, interspersed with rich iron re, remain yet to give impulse to a heavy manufacturing interest. Through the whole valley of the Mississippi, from the peaks of the Alleghanies to the Rocky mounains, there is a happy blending of mineral and agricultural wealth in the soil, which is to give to this region constant accessions of population, which will require cor-responding facilities for the transport of their products. responding facilities for the transport of their products. Therefore, when the petitioners before Congress ask an additional canal around the falls, they claim that the Western people contribute their portion of the expenses of the Government in the payment of duties upon the imports of the country in proportion to their pepulation and consumption of foreign goods, which amounts annually to many millions of dollars; a large portion of which goes to support the marine service, which is now sought to be benefited by this work, and which has been recognised as perceive the justice of expending millions in the erection smaller chamber, there being no breast walls in these of docks, lighthouses, harbors, and other works, whilst chambers to prevent the passage of boats of the entire the Western waters have not received one dollar of appropriation for the improvement of navigation for the last

Your committee have had under consideration numerous plans, reports, and surveys heretofore made to the Government for the improvement of the falls; and amongst others, the construction of a dam and locks, which was reported on by Capt. Cram in 1844. The committee will here give his objections in his own language, contained in his report, which states: "That the objections to the dam are strong: 1st. Although ever so strongly built, it would be liable to injury from ice and driftwood; 2d. It would be an obstacle to the natural navigation of the falls in the first and third periods mentioned in another part of the report. The harbor of Louisville would probably be seously injured, if not entirely filled, with deposites of mud. In like manner, the landing at Jeffersonville, on the Indiana side, would be seriously injured. The locks would not be of any easier access than those of the other

"The risk to contractors in the process of construction of the work would be immense; it would be impossible to calculate this risk beforehand. It would be found almost aseless in a few years from injuries, deposites of mud, and being choked with drift wood; or else such an immense expense would have to be incurred in every rise of water, to clear the works from these evils, that the tolls

would bear heavily upon the trade." But whilst the importance of increased facilities for passing this point is so generally felt and universally ac-knowledged, the committee regret to find that some con-trariety of opinion exists as to the best method, or par-

icular plan, to effect this desirable object.

This matter has been a subject of investigation and examination for many years, not only by committees of Congress and engineers under the authority of this Government, but by civil engineers under the authority of companies chartered by the States on each side of the

river.

The committee do not feel competent to decide as to the best method or particular plan which ought to be adopted, further than to give it as their conviction that, to an swer the wants of the vast and increasing commerce of that river, two canals are indispensable, one on each side of the river. The committee are fortified in this opinion not only by Capt. Cram's report, but also by all the menorials and petitions before them, except those from Lousville and perhaps other points in Kentucky, whose local and individual interests would naturally have more or

less influence upon their opinions.

Various routes for a canal on the Indiana side have been surveyed and estimated, the cost of each ranging from \$700,000 to \$1,400,000.

While the committee forbear to name in the bill herewith presented either of these routes, they think it better o leave it to the scientific investigation and determine tion of the proper bureau. They are decidedly of the opinion that the route surveyed and estimated for by Col. Long, and ordered by Col. Abert, the head of the topographical bureau, and herewith presented, is the preferable

Your committee will observe that the river-wall to be erected in the stream parallel to the line of the canal, and laid down as a part of the improvement recommended by Col. Long, may, in the opinion of Col. Abert, be dis-pensed with, and thus the estimate of the canal on the Indiana side reduced to little more than \$1,000,000.

The wall is estimated at a sum over \$400,000. Your committee would recommend that the locks of the proposed canal be made at least 375 or 400 feet long, and the canal of 90 or 100 feet wide; this would meet the future wants of commerce, and the depth of water being sufficient, and location of the canal favorable for the work of the largest size, your committee have reported a bill to correspond with these suggestions.

Your committee have heard objections to the plan of

Col. Long in terminating the proposed work in the pool called Big Eddy, and it is supposed that a fall of three or four feet would have to be overcome in reaching from that point the foot of the rapids.
On Col. Long's plat soundings from 8 to 12 feet water are marked, and no difficulty of this kind has been pre-

sented by him. Nor has such difficulty ever been considered of any magnitude by other engineers who have surveyed the falls, and in two other instances their lines of canal terminated above these supposed rapids. Col. Abert's suggestion of removing the rooks in that part of

EXTRACT FROM COL. LONG'S REPORT.

The following is an extract from Col. Long's report to the Topographical Bureau, showing the esti-mated cost of a new canal around the Falls of the Ohio river, as illustrated by charts and drawings accompanying the report, and submitted to the House of Representatives by the Committee on Roads and Canals:

Probable cost of the projected canal, and other works pertaining thereto, computed by C. A. Fuller, in conformity to the data in the accompanying drawings, and at the rates at and below which similar works are known to have been executed in the vicinity of the Falls

1,632 perches coping for do clusive of clamps, at ps -23,040 perches stone mayor for escarpment at \$120 1,020 perches stone mason; sustaining wall is feed 13,056.00 No. 2, plan, sec. 1 to 19 34,560.00 No. 2, do ing wall he foot of e 5,760.00 No. 2, do 112,000,00 No. 1, figures 1 and 15 16,168.00 No. 1, do \$4,285.50 No. 2, plan, sec. 20 to 25 15,585.56 No. 2, plan, sec. 1 to 20 12,964.00 No. 1, figures 1 and 5

45,240,00 No. 1, figures 4 and 5 00.000 canal
Eight pairs or sets of leak gates,
with hangings and otter apparatus complete, at \$6,500
Contingencies, including superintendents, and estimated at
about 6% per cent. 1,000.00

Amounting to - - - \$1,500,000.00 N. B. A large portion of the rock required for stone masonry and for pavements of the escarpment, designated on the foregoing estimate, may be obtained from the rock excavation along the line of the canal.

Hence it appears that the aggregate cost of construct ed to be amply sufficient for the completion of the works. In conclusion, I take occasion to offer a few statements, believed to be correct, by way of contrasting the merits of the Louisville and Portland canal with those of the contemplated new canal, in which I shall advert to a few only of the leading arguments that may be adduced inlavor of the latter.

The Louisville and Portland canal is about 3,446 yards, or nearly two miles long. It has three consecutive locks at its lower end, of about nine feet lift to each lock, together with a guard look, the aggregate length of the walls being 924 feet. The length of each lock chamber is about 190 feet, and its width 50½ feet, and will admit boats only 183 feet long and 494 feet wide; a portion of each lock chamber being occupied by a breast wall, serving as a foundation for the frame work connected with the mi-The proposed new canal is 1,232 vards, or a little less

consumption of foreign goods, which amounts annually to many millions of dollars; a large portion of which goes to support the marine service, which is now sought to be benefited by this work, and which has been recognised as and that of the other 270 feet, the width of each being 66 a part of the marine department by the establishment of feet; so that a steamer 320 feet long and 66 feet wide can ports of entry and marine hospitals at several points on pass through the chamber of the larger, and a similar chambers to prevent the passage of boats of the entire length of the chambers. The aggregate length of the partition wall between the chambers and between the

guard-locks is 504 feet.

The height of the walls and banks of the Louisville and Portland canal is less by one and a half to twelve or fourteen feet than the elevation of surface water of the highest known freshet. Consequently the entire canal is subject to inundation during the continuance of very high freshets; and at the same time its prism and lock chambers are liable to be partially filled with earthy deposites, drift, &c., rendering the canal impassable till sufficient time shall have elapsed for the removal of these obstruc-

The height of the walls, &c. of the proposed new canal is intended to be carried at least two feet above the surface of the highest known freshet, which will ensure a complete control of the entire canal, in all stages of the water, and effectually prevent the introduction of silt, lrift, &c. into the prism, lock, chambers, &c. of the canal.

In the Louisville and Portland canal ascending boats are admitted to pass during all times of the day and night when the canal is in working order, while descending boats are seldom allowed to enter the canal except in the day time, it be obviously proper that the canal should be kept open for the accommodation of ascending boats only turing the night.

In the proposed canal, ascending and descending boats may be allowed to pass indiscriminately during all times of the day and night.

The time consumed in the passage of boats through the ouisville and Portland canal, including delays in waiting for an opportunity to enter the canal, and all other deat least three and a half hours on an average of every boat.

The time required for passing the proposed new canal, including all detentions, will not be likely to exceed half an hour for each boat.

The number of boats passing annually through the ouisville and Portland canal being 1,486, and the average cost per day, all expenses included, being \$200 for each boat, both of which are probably very near the truth, the annual loss to the community on account of delays only may be estimated at \$43,332. The same data being assumed for computing the losses of the community, on the proposed new canal, will result in an aggregate annual s, on the score of delays, of \$6,190 only.

From the last comparison instituted as above, it results that the annual saving to the public by substituting the proposed new canal, instead of the present Louisville and Portland canal, on account of detentions only, will amount I have the honor to be, sir, your most obedient servant,

S. H. LONG, Superintendent W. R. Improvements. Col. J. J. ABERT, Chief Top. Engineers, Washington, D. C.

FROM THE CAPE OF GOOD HOPE

Accounts from Cape Town, Cape of Good Hope, to June 22, state that nothing has yet been done by the new Governor General to put a stop to the war, which was raging in the interior as badly as ever. It is stated in the Cape Town papers that the rebels have been permitted to commit outrages within fourteen miles of the headquarters of the British army unmolested. Guerrilla parties so infest the roads that it is necessary to send considerable detachments of troops to protect the wagons. Even this precaution is not always successful. A wagon which left raham's Town for Fort Beaufort, containing three thousand rounds of ammunition, clothing for soldiers, some muskets, &c., was attacked by a large body of Kaffirs. The escort consisted of thirty-five English soldiers, under Captain Moodie, and when near a mountainous part of the road they were fired upon by the enemy concealed in the bush. Nine of the soldiers were killed and six wounded. The wagon was also captured. The Kaffirs are stated to have pursued the wounded men with the most revolting barbarity, and to have cut their throats without

The Wesleyan Missionary station at Mount Coke had Abert's suggestion of removing the rocks in that part of the river is a part of the plan of improvement, and overcomes all objections. It may be inferred that Col. Long, who is more familiar with the falls than any other engiWEST POINT MILITARY ACADEMY. REPORT OF THE BOARD OF VISITERS.

WEST POINT, NEW YORK, JUNE 17, 1852.

Hon. C. M. CONRAD, Secretary of War. SIR: Pursuant to your invitation, fifteen gentlemen, (the sixteenth joined a few days subsequent ly,) from as many States of the Confederacy, assembled at this place on the 1st day of June, and organized the Board of Visiters for the year 1852. The purposes designed were, to attend the annual examination of the Cadets, to investigate the condition of the Military Academy in reference to several subjects brought to their notice by your letter, and to report to you the result of their inquiries, together with any recommendations which might appear to them

judicious or important. The Board commenced their proceedings under the profound conviction that a national Military Academy, or-ganized in the best manner and conducted on just princi-ples, must be of the very highest value to the United States. It is conceived that the period is distant when the pas-stons of individuals shall be subdued to a perfect humani-432,832,00 No. 2, plan, sec. 1 to 19 ty, and the ambitious and often unscrupulous rivalry of nations shall be diverted into the elevated paths of generous and honorable competition in industrial and other pursuits. War must, therefore, continue to be practised; and the science and art which guides its arms to the surest and speediest results, while involving in their study the uses and acquaintances with all the exact sciences and many of the arts, should be thoroughly instructed. To omit such instruction would be to place this Confederacy far in rear of all the enlightened nations of the world in the scale of importance, which is likewise that of self-interest and respectability, and the power of self-protection would be greatly impaired. It may be well supposed that 16,635.00 No. 2, plan, sec. 20 to 25 this country is not so remote in geographical position, nor so powerful and so prolific of means and appliances for 1,718.70 No. 2, plan, sec. 1 to 20 resistance, as to be exempt from the possibility of hostile invasion, with its train of injurious consequences. The militia will constitute the great bulwark of defence; and as in past warfare, so again in that of the future, their

> spire them with confidence, would serve to ensure and hasten success, while often averting perils and always escaping the disgrace which so frequently results from mislirected efforts. It may be assumed that impressions similar to these nduced on the part of Washington the urgent and repeated recommendations of the foundation of a national military institution. The very last (published) letter of his ife, of the 12th of December, 1799, contained a plea in its behalf. He desired such a seminary to be established on a "respectable and extensive basis;" and he regarded it as "an object of primary" importance to the country. As the farewell legacy of the Father of his Country, this conception, afterwards embodied into durable form, and

strong arms and brave hearts are ample guarantees against

entire subjugation. But to cast among them the seed of

military knowledge; to train them in the highest princi-

ples of methodical war; to impart to them skill, and in-

the Confederacy, while it is a proud monument to his patriotic forecast, should be fostered and cherished by the American people.

The Academy at West Point was erected under the adinistration of Jefferson; and in its humble beginning was destined to educate officers solely for the corps of military engineers. During the war of 1812 its eleves were distinguished for capacity and skill; and proved themselves the equals at least of their British antagonists. About that period the number of cadets was increased and the course of instruction was enlarged. With the favor of the Government and the people these have continued their progress to the present time. The army, in all its arms of service, are recipients of highly educated and accomplished officers. And the branches of knowledge taught have become, in their variety and extent, all that can be studied in the term of four years. In consequence duates, displayed more particularly in the recent war, the Academy appears at length to be duly appreciated by all

existing at the present day, an ornament and an honor to

classes of our fellow-citizens.

The moment is favorable to extend its usefulness to the tire country by enlarging its sphere of benefits. These would unquestionably enure from increasing the number of pupils; from impelling the energy and kind-ling the enthusiasm of its conductors, of all grades, by justly if not generously compensating their services; from instruction by liberal expenditures towards the variou

mprovements hereinafter mentioned; from extending the erm of study to five years, which would elevate the standard of education beyond that of any similar institution in the world; in a word, from regarding the Military Acad emy as the great national seminary of the science of war and as the nursery of men fitted for all the higher sphere: of human action, and, in accordance, cherishing it with the nation's affections and promoting its noblest ends with

the nation's bounty.

The Board of Visiters, after minute and faithful examnation, are gratified in expressing their entire approba-tion of the basis upon which the institution was founded and their concurrence with its general management. The accumulating experience of fifty years, carefully noted and improved upon in practice from time to time, when possible to do so, leave little now to be altered. And the Board in the main have only to recommend appropriations for necessary physical improvements to afford comfort to the professors and give facilities for certain instruction ing. In all the departments are displayed cultivated taste, economy of expenditure, and the efficiency in the external improvements in the military exercises; in the branches of study, (except logic;) in the administration and superintendence of all its affairs; and in the discipline which, sanctioned by the authority of law and indispensable to the eminent success of a military institution, is the grand cement of all the parts, giving symmetry of

give their cordial assent and commendation.

With the view of instituting the most searching scrutiny which the brief period of less than three weeks would permit, committees were appointed from the Board, to each of which a prominent subject was intrusted. Re-Board, and adopted in some cases after being amended, they constitute the body of the general report, and ac-company it in the order in which they were presented and accepted. In order to attract more readily the attention the several recommendations of the Board, to be found distributed through the reports of the committees, and a few not reported on, are grouped together and numbered

form and vigor of action to the united whole, the Board

1st. It is recommended that sixty-two additional cadets e authorized, to correspond to the Senators, allowing two for each State.

2d. That the pay of the cadets be increased \$4.20

month, or making \$28.20 per month, which was granted previously to 1845; the amount at present is insuf (\$24.) Nearly all who graduate are in involved in debt, despite of the practice here of the most rigid system of

3d. That the pay of the superintendent be increased from \$2,000 to \$3,000. The entertainment of distinguished men, scientific and otherwise, from abroad and guished men, scientific and otherwise, from abroad and at home, who visit this place, is thrown almost wholly on this efficer. And for the credit of the hospitality of the nation it must be and is borne. The present superintendent has in some seven years, since being stationed at this post, expended \$6,000 over his pay.

4th. That the pay of instructers of drawing and French be made equal with that of the principals in other departments. They receive \$1,500 a year, the others \$2,000.

5th. That the instructers (principal) of practical engineering and of artillery, &c. be allowed the same compensation as other principal professors.

6th. That the first assistant instructers of drawing and French be allowed the same pay as the first assistant in

all the other departments. There is no reason in the world why the present distinction should exist. 7th. That all the secondary instructers and teachers, taken from the army, be allowed \$10 per month extra pay. The expenses of dress and board are much greater here than elsewhere in service. But the especially forci-ble reason is to induce the highest order of fitness and merit from the army for service here. There is no mo-tive to seek this position. It is a burdensome one, and virtually their pay is reduced, and the duties more ardu-ous and responsible. The best officers are often chosen

to be quartermaster, commissaries, or adjutant: and now with extra compensation, which they would not consent to relinquish unless remunerated. 8th. That the fencing-master be allowed the pay of

\$900 per annum. He formerly instructed but one class; now two classes are taught, and the duties required are

out two classes are taught, and the duties required are quite severe and too poorly repaid.

9th. That a riding hall be erected for the exercise and instruction of the cadets in winter; \$2,000 have already been appropriated, but not expended: \$12,000 more are required, and if allowed at once the building may be com-

pleted in a single season.

10th. That permanent stables be built for the horses of the light artillery and those used in teaching cavalry drill.

11th. That a double set of horses be allowed; one for 11th. That a double set of horses be allowed; one for the artillery, the other for the cavalry exercises. Horses used habitually in harness are not suited to the saddle; and the double duty required of them here unfit them al-together for many of the manœuvres of cavalry. 12th. That the dwelling of the professors be enlarged to meet the demands of increasing families; and that a study or office be erected for each professor adjoining his quarters.

study or omce he erected for each professor adjoining his quarters.

13th. That four or five additional buildings be erected for the use of the officers who now occupy rooms in the cadets' barracks, and for others, should the corps be inscreased; these rooms will be required for the cadets. But, excepting the instructors of tactics, the officers, professors, or assignants should, for obvious reasons, have quarters separate from the cadets.

14th. That cavalry tactics he introduced errors the

14th. That cavalry tactics be introduced among the studies of the Academy. There are three mounted regiments, besides mounted infantry in the army; and, besides, every graduate should be acquainted with the maneuvres of all the arms of service.

15th. That the period of instruction be extended to five

16th. That the study of logic be dispensed with, and that ancient and modern history, army papers, as returns, &c., physiology, and the evidences of Christianity, be introduced with the increased term.

17th. That a wharf or dock should be built on grounds.

belonging to the United States. The former one is bro-ken up or has sunk. There has always been a wharf here until quite recently to facilitate the landing from steam-boats. The officers stationed here should not be forced to the inconvenience of riding from the post to reach the steamer, nor be subjected to the possible caprices of private owners of a wharf. There is every reason to fortify the recommendation and not a single plausible one

18th. That another officer of dragoon should be stationed here to perform the duties of the present riding-mas-ter, whose services could be dispensed with. The objection is by no means personal to the present instructer; but the Board are of the opinion that one of our own offi-cers can teach equally well with an instructer from any other country.
In concluding their report, the Board of Visiters take

great pleasure in expressing their high sense of the dis-tinguished courtesies which all the officers and professors at West Point have publicly and privately uniformly be-stowed on them during their brief visit.

The Board respectfully request of the Hon. Secretary of War that he will transmit their report, &c. to Congress n a separate communication, in order to secure their being printed as a distinct public document. All of which is respectfully submitted:
M. C. M. HAMMOND, of South Carolina,

President of the Board of Visiters.

JOEL EASTMAN, New Hampshire. LEWIS H. DELANO, Vermont. ALEXIS CASWELL, Rhode Island. John P. Jackson, New Jersey. Jo. P. COMEGYS, Delaware. WH. L. GOGGIN, Virginia. W. Wolfe, Kentucky. L. J. Polk, Tennessee. Caleb Mills, Indiana. JOHN T. WORTHINGTON, Illinois. WILLIS L. WILLIAMS, Missouri. TERENCE FARRELLY, Arkansas. WM. A. HOWARD, Michigan. MENUCAN HUNT, Texas. Jos. R. Curris, California.

Attest: A. Caswell, J. R. Jackson, Secretaries of the Board.

To the Editors of the National Intelligencer. A recent article on the Clausen Patent, on flax-cottor has awakened in my mind renewed interest for the extensive introduction of the culture of silk.

Have not the annual importations of that article becom oo great-enormous-alarming? Is there an adequate reciprocal advantage in exchanges

with the countries from which we derive it? Are not our excessive exportations of specie ascribable hereto?

Cannot we, with perfect economy, security, and ease, roduce silk to meet, not only the home demand, but for

Are not the States south of the Potomac and Ohio ad irably calculated for its production? As it is too late in the session to go into details, allow

e respectfully to suggest that a resolution something like the following be passed by the Senate : "Resolved, That the Secretary of the Interior be directed to prepare, and lay before the Senate at the be-ginning of the next session, such plan as upon a careful investigation of the matter he may deem most eligible to introduce or advance the culture of silk in the United

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o lay before the public the following prescription, which may save the lives of hundreds who otherwise may fall victims to the prevailing diseases of cholera, diarrhoea, and dysentery at this time. It is said to flave been communicated from Constantinople by one of our missiona-ries, as having been attended with the most extraordinary effects, when given early, in cases of cholera. However this may be, it has been tried over and over in my immediate family, and also by our neighbors, to whom we have given it, in the first stages of this class of diseases :

rhubarb, each, equal quantities. Dose for a grown person twenty drops every two hours, diluted with a little water, in a table spoon. For children decrease the quantity according to age.' One dose frequently checks the disease. [The Editors assume no responsibility for the above r any other medical prescriptions published in the

"Take of spirits of camphor, laudanum, and tincture of

columns of this paper. All they answer for is, that the author of the communication of such prescriptions is, as in this case, a known and respectable person .- Nat. Int.] TO PREVENT PITTING BY THE SMALL-POX Ladies, here is a recipe which is worth a fortune to

you, if you ever happen to be so unfortunate as we have been; for a pretty face, provided there is a good heart real pain whenever I see such a one all scarred and blotched with the marks of small-pox. You can prevent it for two shillings. My face was covered with the deep-est and biggest kind of pustules, and would now be a ghastly sight but for the care of one of the blessed ones of your sex, who applied the remedy, and saved what little beauty there was as good as new.

Get from the apothecary a little vial of stuff called "liquid cuticle," and as soon as the pustules are fully formed apply a little of the liquid with a little brush or formed apply a little of the liquid with a little brain of feather to each one. As fast as they get ripe, remove the scab and wipe away the matter clean, and apply the liquid again. If any of them fill a second time, you must re-move the covering and repeat the process. It will smart move the covering and repeat the process. It will smart like fun for a moment, but, my word for it, when you re-cover you shall not find a mark upon that pretty face of yours to prove you ever had the disease.

I am told the article is made of gun-cotton, dissolved in chloroform. It forms an artificial skin over a wound just as good as the real one. It is a valuable remedy, and Just as good as the real one. It is a valuable remedy, and I expect the Ladies' Department of The Plow will become immensely popular for making it public. I think the manufacturers of the article ought to send the editor a sufficient supply to give every lady subscriber a bottle for this gratuitous puff.

this gratuitous puff.

BE VACCINATED.—If you have been, be so again, for it will protect you for a long time, but must be renewed. It protected me for forty-eight years, and as ladies never reach that age, they will be safe if vaccinated.

While speaking in a love-feast at a quarterly meeting in Marshall, Ohio, Mr. J. P. Miller fell down and died in a fit.